

Attendance of the August 18, 2004 GMAC Meeting  
(based on sign-in sheet)

Name	Agency
Andrade, Jose	
Baldwin, Hon. Harry	City of San Gabriel
Balmir, Sandra	Federal Highway Administration
Brown, Hon. Arthur C.	City of Buena Park
Capelle, Joanna	SCRRA
Catz, Sarah	Golden State Gateway Coalition
Cheng, Luke	LACMTA
Dale, Hon. Lawrence	City of Barstow
Daniels, Hon. Gene	City of Paramount
DeCesare, Jon	WCL Consulting
DiCamillo, LaDonna	BNSF
Green, Gary	Caltrans District 8
Hicks, Gill	Gill V. Hicks and Associates
Kumar, Vin	Caltrans District 7
Lai, Sue	Port of Los Angeles
Lee, Minna	LACMTA
Lopez, Ernest	SCAQMD
Marcus, Richard	OCTA
Morgan, Eric	LAWA
Neely, Sharon	ACE Construction Authority
Rodriguez, Dilara	Caltrans
San Agustin, Liberty	Caltrans District 7
White, Nancy	CHP
SCAG Staff	
Armstrong, Bruce	
Devine, Bruce	
Iwai, Dale	
Pfeffer, Nancy	
Vasishth, Ashwani	
Wong, Philbert	

**GOODS MOVEMENT ADVISORY COMMITTEE MEETING MINUTES  
WEDNESDAY, AUGUST 18, 2004**

**1.0 CALL TO ORDER**

Councilmember Art Brown, City of Buena Park, called the meeting to order. A list of those in attendance is included in the minutes.

**2.0 PUBLIC COMMENT PERIOD**

There were no public comments.

**3.0 CONSENT CALENDAR**

**Approval Items**

3.1.1 Approval of the July 21, 2004 Minutes

Motion to approve the minutes was seconded and approved with no objections. Attendance list will be amended to reflect Mayor Lawrence Dale's (City of Barstow) attendance by videoconference.

**4.0 ACTION ITEMS**

4.0 Logistics & Distribution: An Answer to Regional Upward Social Mobility

Dr. John Husing presented this report. In looking at employment trends in the SCAG region, the sectors that have lost the most jobs involve manufacturing, such as in aerospace, electronic instruments, computers, and other durable goods. On the other hand, the sectors that have added the most jobs include food services, local government education, and employment services. The average pay in the top 12 job losing sectors was \$45,165, and the average pay in the top 12 winning sectors was \$33,145. This has contributed to the region's drop in per capita income, which has dropped from 4<sup>th</sup> highest in the nation in 1987 to 17<sup>th</sup>, worst in the nation.

Southern California also has a high cost of living and doing business, with costs such as workers compensation, electricity, and median home prices among the highest in the nation.

This region is also producing a high percentage of non-college educated people, which include those who either did not complete high school or

completed high school and attended college but did not obtain a degree. In the SCAG region, this represents almost 70% of the population, and in the Inland Empire this represents 76% of the population.

Combining the high cost of living and doing business with the high percentage of non-college educated adults, the region needs an industry that will be based in southern California, has good entry level pay, and does not necessarily require a college education. Dr. Husing believes that the logistics industry, which includes air, rail, and truck transportation, wholesale trade, and warehousing, can provide this. He noted that in 2003, employment in this sector totaled 548,278 jobs and had an average wage of \$45,314, which is higher than construction and manufacturing.

Though the logistics industry provides well paying jobs, it does have disadvantages. First, it is a land hog, requiring 2,200 sq. ft. per job, which is higher than any other industry. Second, it contributes to increasing truck traffic and congestion on the region's roads. Finally, it has an impact the region's air quality.

With the projected volume of cargo at the Port of Los Angeles and Long Beach, airports, and intermodal yards forecast to increase significantly, the region needs to invest in infrastructure in order to accommodate freight growth. This will help to ensure that current and future jobs in the logistics industry remain in southern California.

**Action:** Accept findings of report and forward to TCC and CEHD.

## **5.0 INFORMATION ITEMS**

### **5.1 Update on SCAG Heavy Duty Truck Modeling**

Deng Bang Lee, SCAG Manager of Modeling, presented this item. SCAG is in the process of updating the Heavy Duty Truck (HDT) model, and in doing so has five objectives: expand the modeling area, update the model's inputs, improve/streamline the modeling process, perform a new model validation, and evaluate the rail/truck mode split.

In expanding the modeling area, the northern, southern, and eastern boundaries will be extended to include the entire SCAG region as well as Imperial County. Also, the HDT model's inputs will be updated, using data from the Commodity Flow survey, port freight data, air cargo freight data, and socioeconomic and landuse data.

Another component of the update will be to evaluate the rail/truck mode split. As part of this process, a methodology will be developed for

evaluating rail/truck mode choice as well as a plan for incorporating this into the HDT model.

Finally, a new model validation will be performed. This will entail assigning total vehicles to the highway system, validating model results vs. observed counts, and comparing model results against Caltrans' estimate of Vehicle Miles Traveled.

A technical review committee will be formed to guide the update of the HDT model, and members of the committee are encouraged to participate.

## **6.0    STAFF REPORT**

Nancy Pfeffer, SCAG announced that there will be a presentation on the Multi County Goods Movement Action Plan at next month's meeting. She also asked if members of the committee would object to changing the start time of the MAGLEV task force meeting from 11am to 11:30am, and no objections were raised.

## **7.0    COMMENT PERIOD**

There were no comments.

## **8.0    NEXT MEETING**

The next regular GMAC meeting will be:  
Wednesday, September 15, 2004  
9:30am-11:00am  
SCAG Offices, San Bernardino Conference Rooms A&B

## **9.0    ADJOURNMENT**

The meeting was adjourned at 11:00am.